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AUTHORITY

AGO D/A ltr, 29 Apr 1980

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OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGAM-P (M) (27 Feb 69) FOR OT UT 684295

6 March 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 520th  
Transportation Battalion (AM&S)(GS), Period Ending 31 October  
1968

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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as

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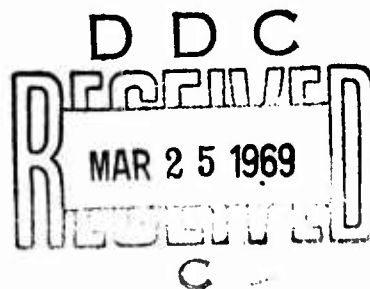
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AD849357

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 520TH TRANSPORTATION BATTALION (AMBS) (GS)  
APO 96289

AVGFP-O

12 November 1968

SUBJECT: Operational Report Lessons Learned for Period Ending 31 October  
1968, RCS CSFOR-65 (R1)

Commanding Officer  
34th General Support Group (AMBS)  
APO 96309

1. The following report of military operations during the preceding quarter is submitted in accordance with provisions of USARV Regulation 525-15.

2. Section 1, Operations: Significant Activities.

(a) One of the most significant activities of the 520th Transportation Battalion (AMBS) (GS) during this quarter was the receipt of the 357th Transportation Company (ADS) from CONUS. This was a Reserve Component Unit which was called to active duty and subsequently transferred to Ft. Benning, Georgia for PCR. Pertinent data relative to this Company and its overseas displacement is as follows:

(1) Readiness Dates (PSRD and ESRD) were met on schedule.

(2) The unit's advance party (1 Off, 1 WO and 8 EM) was dispatched on 24 September 1968 and arrived in Vietnam on 26 September 1968.

(3) The first element of the main body (8 Off, 186 EM) arrived in Vietnam on 13 October 1968.

(4) The second element of the main body (2 Off, 41 EM) arrived in Vietnam on 15 October 1968.

(5) Receipt of vessel shipped equipment was completed on 28 October 1968.

(6) Infusion of personnel for the purpose of readjusting DEROS was directed on 26 October 1968. All battalion units participated in the exercise but as a result of the infusion, 3 Officers and 106 enlisted personnel were outprocessed from the 357th and 3 Officers and 119 enlisted personnel were received into the company.

(7) The unit presently has 30 LSI personnel incorporated as a part of its maintenance force to augment its mission capability.

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(8) The unit entered its primary maintenance support mission on 22 October 1968 with the receipt of two in-progress periodic inspections. The work load since that date has increased and there is a gradual transition from limited support to maximum unit capability.

(b) This battalion's DS Companies are organized under MTOE 55-457E, with change 3. This TOE was designed for non-divisional direct support units having area support missions with the unit having use of secure road nets. The three direct support platoons, each with allied trades capability and Quality Control personnel, are designed to move by road to provide forward maintenance support basically independent of the main unit. In the internal defense/develop environment in Vietnam, DS Companies operate more effectively when reorganized as consolidated units. This reorganization allows consolidation of Quality and Production control, allied shop, and aircraft repair (mechanic) personnel to solve constant problems of personnel shortages and enhance the training of inexperienced personnel. These units frequently provide on-site support to supported units utilizing in house airlift capability to move personnel and equipment from base camp facilities to operating unit locations. The reorganization described herein has been effective for more than a year and is typical of reorganizations which all DS Companies serving in RVN have made.

(c) During this quarter the battalion accomplished 356 hours of mandatory training. There were 53 quotas filled for training at Vung Tau with Army Aviation Refresher Training School.

(d) There were a total of 736 aircraft supported by this battalion's companies during this quarter. Of this number, 690 were received, repaired and returned to the user. These figures include both those repaired in DS and GS units.

(e) The battalion aircraft processing detachment received 211 aircraft for processing and issue, and 189 for out-processing and evacuation. This was a significant increase over this Tan San Nhut based unit's last quarter work load.

(f) Units of this battalion have, during the last three months, repaired avionics equipment on 608 aircraft, 12,213 individual avionics components, 1,482 aircraft components for return to user, and 747 aircraft components under the TARP program.

(g) The battalion has a consolidated aircraft recovery team under the supervision of the Battalion operations section, which utilized personnel from all units. UH-1D/H and CH-47 helicopters are used for the recovery mission. This section completed 99 field extractions and 137 maintenance evacuations during this quarter.

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(h) During this reporting period, this battalion consisted of Headquarters and Headquarters Company, 20th Transportation Company (ADS), 357th Transportation Company (ADS), 605th Transportation Company (ADS), 539th Transportation Company (GS) and AVEL Company Central (Provisional). The organizational structure of reporting organizations are contained in Inclosures 1 through 4.

3. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

(a) Personnel: None

(b) Operations:

(1) Improper Preservation of main Rotor Hubs FSN 1615-886-1778

(a) OBSERVATION: Improper preservation of Main Rotor Hub FSN 1615-886-1778 prior to shipment to Vietnam.

(b) EVALUATION: During the past month the 605th Direct Support Supply Agency has issued 25 main rotor hubs FSN 1615-886-1778 to its customers. Nine (9) of these hubs have been returned by the customers to this DSSA because improper packing and preservation of the item had allowed rust and corrosion to render the item unserviceable. An inspection of the historical records (DA Form 2410) revealed that all these main rotor hubs were new from the factory. This DSSA has written a letter to the United States Army Aviation Materiel Command explaining the problem of rust and corrosion with the main rotor hub. It is recommended that prior to shipment the hub should be thoroughly inspected for proper packing and preservation. All main rotor hubs that have been returned to this DSSA because of corrosion have been declared unserviceable by the Technical Inspector and returned to CONUS for repair.

(c) RECOMMENDATION: All main rotor hubs currently stocked in Vietnam should be thoroughly inspected for rust and corrosion before they are issued to the DSSA.

(2) Unit Mess Equipment:

(a) OBSERVATION: Equipment now used in a semi-permanent manner is difficult to maintain and is inefficient.

(b) EVALUATION: The unit Mess feeds better than 600 meals per day. Food preparation is a continuous process. Present kitchen equipment is the standard field range and the immersion heater for cooking and heating water. Cooking large quantities of food on this type of equipment, at any one time, is very slow and difficult to keep warm and appetizing until serving time. Almost all rations received have to be prepared and cooked before serving. To do this, large quantities of pots and pans must be used, requiring a constant need for hot water. The present immersion heater is very inefficient and when used continuously, a dangerous piece of equipment.

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Large permanent type mess equipment is available, but very time consuming to get hooked up. Also, a unit may move and leave the fixed equipment and have to go back to the current TO&E equipment.

(c) RECOMMENDATION: A new type of equipment a little larger than current field ranges and diesel hot water heaters for the field use be designed and added to company size units TO&E.

(3) Intermediate and Periodic Inspection:

(a) OBSERVATION: Improper procedures being used for scheduling Intermediate and Periodic Inspections.

(b) EVALUATION: Units are completing inspections early or are over flying inspection time and use incorrect time for next inspection due.

(c) RECOMMENDATION: Units read and comply with TB 55-1500-301-25 dated 23 October 1967.

(4) Bind in Oil Coolers:

(a) OBSERVATION: Binding in oil coolers being found on UH aircraft.

(b) EVALUATION: Units are not flushing oil coolers and cleaning oil screens.

(c) RECOMMENDATION: When FOD damage occurs to engines on UH-1 AH-1G helicopters, check engine oil coolers on first run-up to see if functioning properly. Past experience has shown that small particles of FOD will bind the oil cooler fan and cause malfunction.

(c) Training:

(1) NCR 500 Repairman Training

(a) OBSERVATION: NCR 500 Repairman should be fully qualified to provide repair support on NCR 500 equipment.

(b) EVALUATION: The effectiveness of the aircraft repair parts support in Vietnam has been significantly reduced due to the down time of components of the NCR 500 system. This excessive down time can, in many instances, be attributed to lack of qualified NCR 500 repairman, MOS 34B2TG1. These personnel are currently receiving training on the 517-1, 581-1, 590 consoles and the 576 series card punch machine, and lack training in the specific type of equipment requiring support (NCR 500). This requires that a considerable length of time be devoted to on the job training before the repairman is able to effectively accomplish required repairs.

(c) RECOMMENDATION: That NCR 500 repairmen be trained on the specific repair of the NCR 500 system and related equipment.

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(2) MAINTENANCE TEST PILOT TRAINING

(a) OBSERVATION: Aircraft Maintenance Officers should be qualified to perform test flights on the aircraft in which qualified to fly.

(b) EVALUATION: The aircraft Maintenance Officers course has been extended to include training in the maintenance management and production control procedures. However, graduates of this course normally lack training in the conduct of maintenance test flights. This places the burden to train the maintenance officer, in one of the most important functions, completely on the unit to which assigned. In many instances, the number of maintenance officers authorized is too few to allow an effective training program.

(c) RECOMMENDATION: That present test flight training facilities be expanded to allow aircraft maintenance officer course graduates to receive this important training.

(d) INTELLIGENCE: None

(e) LOGISTICS: None

(f) ORGANIZATION: None

(g) OTHER:

(1) USE OF GASOLINE FIELD RANGES:

(a) OBSERVATION: The use of gasoline type field ranges for preparation of food in unit messes presents safety and fire hazards to operating personnel. Maintenance services are also increased due to the inability of units to protect gasoline from contamination.

(b) EVALUATION: The gasoline field range has traditionally been a fire hazard to unit mess operations. Additionally, the constant use of contaminated fuel requires excessive maintenance and burner replacement. Within the current state of the art, far superior equipment in terms of safety, efficiency and use of maintenance, is now available for use in unit kitchen operations.

(c) RECOMMENDATION: That bottled gas cooking appliances and related equipment be placed in the unit TO&E's to improve mess operations.

*Thomas M. Dunn* LTC, TC  
THOMAS M. DUNN  
LTC, TC  
Commanding

4 Incl

1. Organizational Chart, Headquarters and Headquarters Company
2. Organizational Chart, 20th Transportation Company (ADS), 605th Transportation Company (ADS) and 357th Transportation Company (ADS)
3. Organizational Chart, 539th Transportation Company (GS)
4. Organizational Chart, AVEL Company Central (Provisional)



AVGF-B (12 Nov 68) 1st Ind

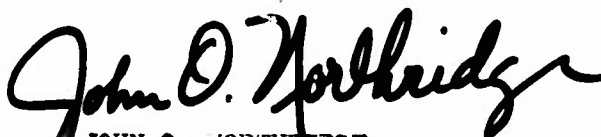
SUBJECT: Operational Report Lessons Learned for Period Ending 31 October 1968, RCS CSFOR-65 (RI)

DA, HCS, 34th General Support Group (AGS), APO 96309

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,  
APO 96375

1. Reference Section 2, b (1) Improper Preservation of Main Rotor Hubs FSN 1615-886-1778. Non-concur with "Recommendation". AMC does not have personnel or equipment to inspect subject hubs in stock. The DSU should perform inspection prior to issuing subject hubs and submit AIR and DD Form 6 on all hubs found to be improperly preserved and packaged.
2. Reference Section 2, b (2), Concur.
3. Reference Section 2, b (3) Intermediate and Periodic Inspections: This problem area will be brought to the supported units attention during the monthly supply and maintenance conferences held at each DSU. A notice on this is being published in the 34th General Support Group December Newsletter.
4. Reference Section 2, b (4) Concur. This is a normal maintenance practise employed in all units of this command.
5. Reference Section 2, c (1) Concur. NCR-500 repairman training is not available within RVN. Repairmen should be adequately trained prior to departing CONUS or facilities for refresher training should be developed in-country.
6. Concur with remaining recommendations.

FOR THE COMMANDER:

  
JOHN O. NORTHRIDGE  
MAJ, TC  
Adjutant

AVHFC-DST (12 Nov 68) 2d Ind

SUBJECT: Operational Report Lessons Learned for Period Ending 31 October 1968, HCS CSFOR-65 (RL)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 7 JAN 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-LT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1968 from Headquarters, 520th Transportation Battalion (AM&S) (GS).

2. Comments follow:

a. Reference item concerning Maintenance Test Pilot Training, paragraph 2c(2). Concur. This is one of a unit maintenance officer's more important duties. Each rated graduate of the aircraft maintenance officer course should receive test flight training as a normal part of the maintenance course curriculum. Recommend higher headquarters consider incorporation of this recommendation into AMOC POI.

b. Reference item concerning Unit Mess Equipment, paragraph 3b(2). Concur in principle. TOE field mess equipment now in use is not considered inefficient. Nutritious and palatable meals can be prepared on standard field ranges.

FOR THE COMMANDER:



A.R. CUENTHER  
CPT. AGC  
ASST. ADJUTANT GENERAL

Cy furn:  
HQ 34th GS Gp  
HQ 520th Trans Bn (AM&S) (GS)

GPOP-DT (12 Nov 68) 3d Ind

SUBJECT: Operational Report of HQ, 520th Trans Bn (AM&S)(GS) for Period  
Ending 31 October 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 30 JAN 1969

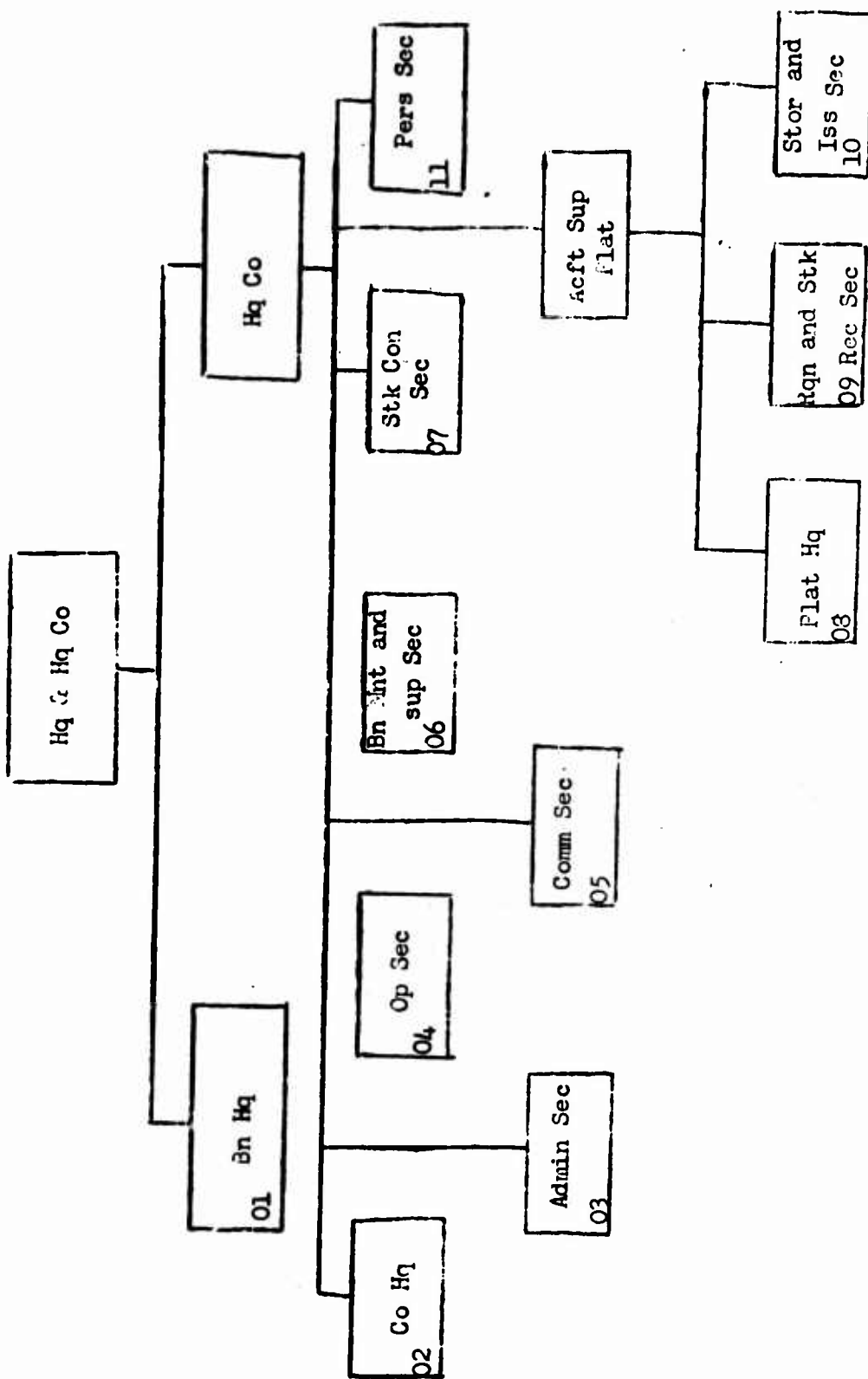
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

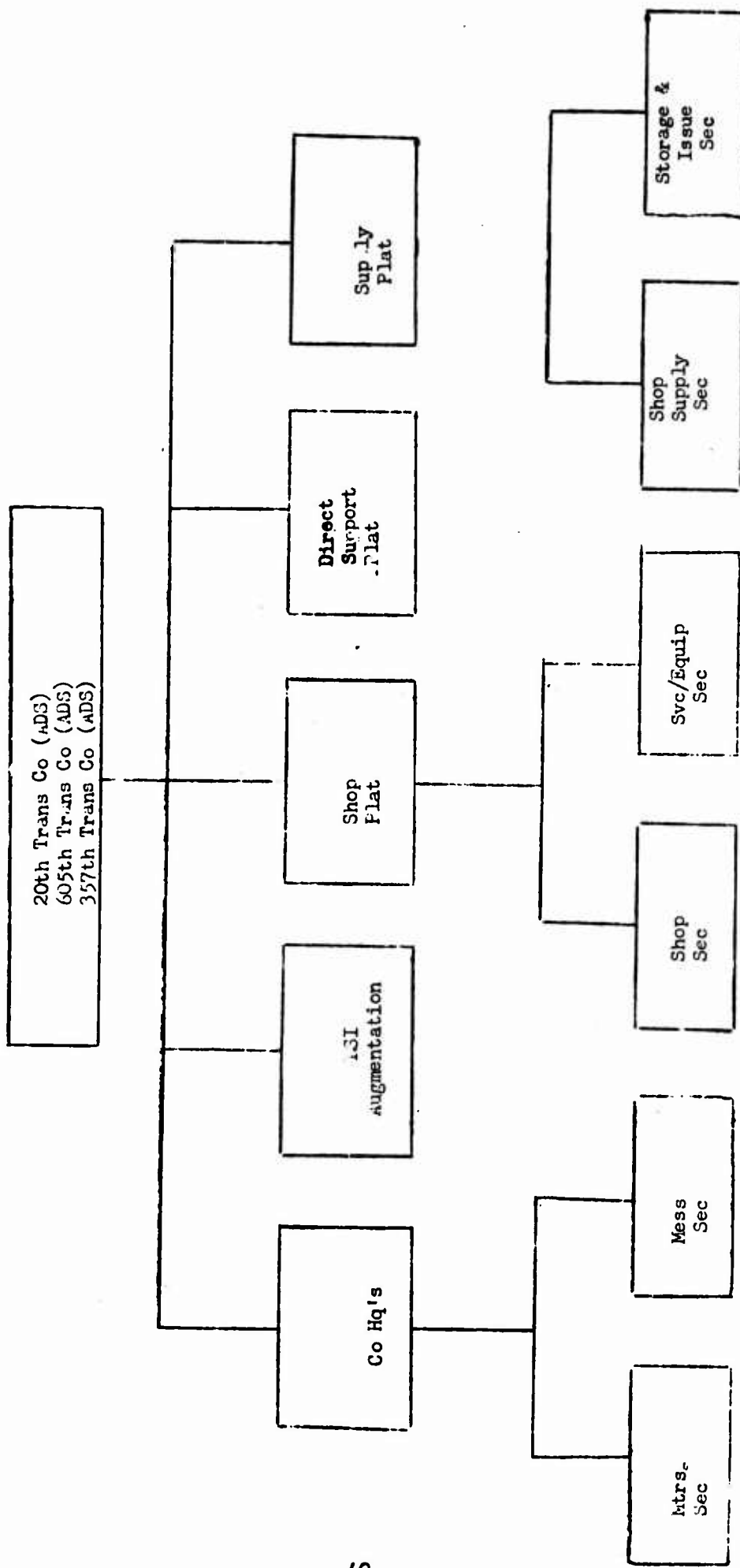
This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

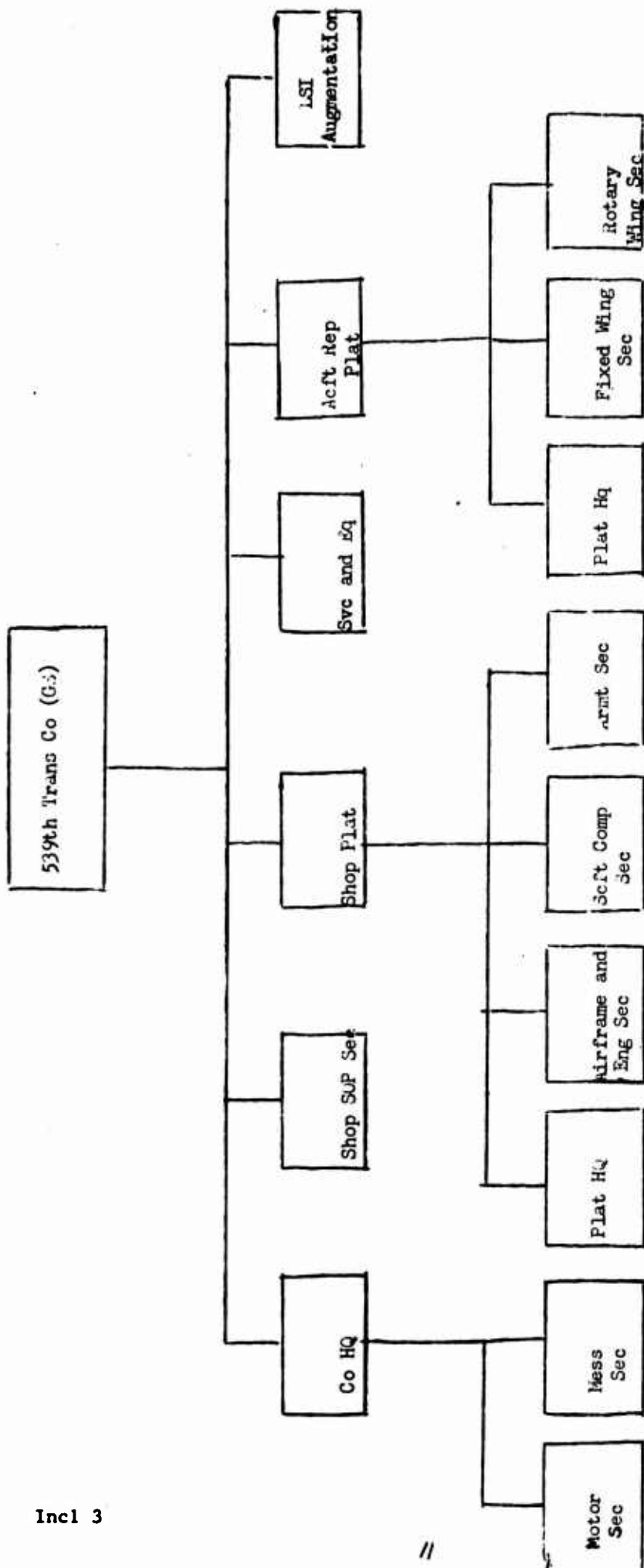
FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG

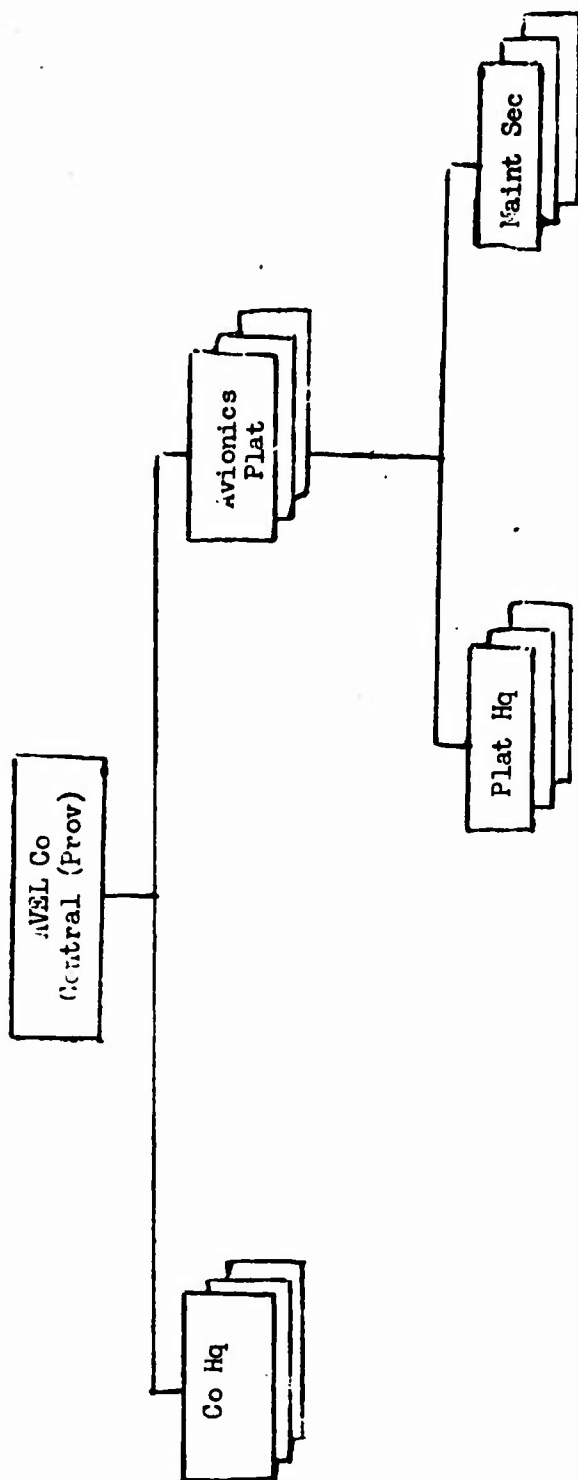






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Experiences of unit engaged in counterinsurgency operations, 1 Aug - 31 Oct 68

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CO, 520th Transportation Battalion (AM&amp;S)(GS)

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